

URGENT DELIVERY REQUESTED--TIME-SENSITIVE

Re. Scheduled Board Decision, Jan 13; AB-167(Sub-No. 1094)A; NYC “High Line”

Writing to respectfully suggest that with a decision finally seeming imminent on NYC’s 30th street elevated rail structure--the High Line--the Board’s own oft repeated language--that “this decision will not significantly affect the quality of the human environment or the conservation of energy resources” must obviate any decision that will foreclose the return to railroad operations.

Electric (rail) traction goes back over a century. In contrast, internal combustion-powered vehicles have been far more noisy, and produced vastly greater emissions, including CO₂, than electrified rail operations. Therefore not allowing a reduction in truck movements--by not setting the stage for a return to rail electric--must be seen as a violation of the board’s own mandate.

Any questions opponents raise about the period of time required for the presumably single contender--Forty Plus, to attain solvency--or profitability--should be addressed by city/state of New York, thereby permitting CSX an early, comfortable exit now from what should be a matter for New York. This decision should be made on behalf of the future of New York--not the best interests of the real estate industry.

My own submissions to the board, of 9/2/03, “Why not more than one Use for the High Line”, demonstrate graphically that an overhead “trail” structure is compatible with resumption of conventional rail operations. Such a facility keeps open the possibility of a more advanced, unconventional robotic goods movement system, further displacing truck movements from Mid and Lower Manhattan, in some future time when a more enlightened, forward-looking administration reaches City Hall. “Delivering the Goods” by Adams and Brewer describes how. The Article is available at the World Future Society Web Forum, Social Innovation. [Http://www.wfs.org/adams.htm](http://www.wfs.org/adams.htm)

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